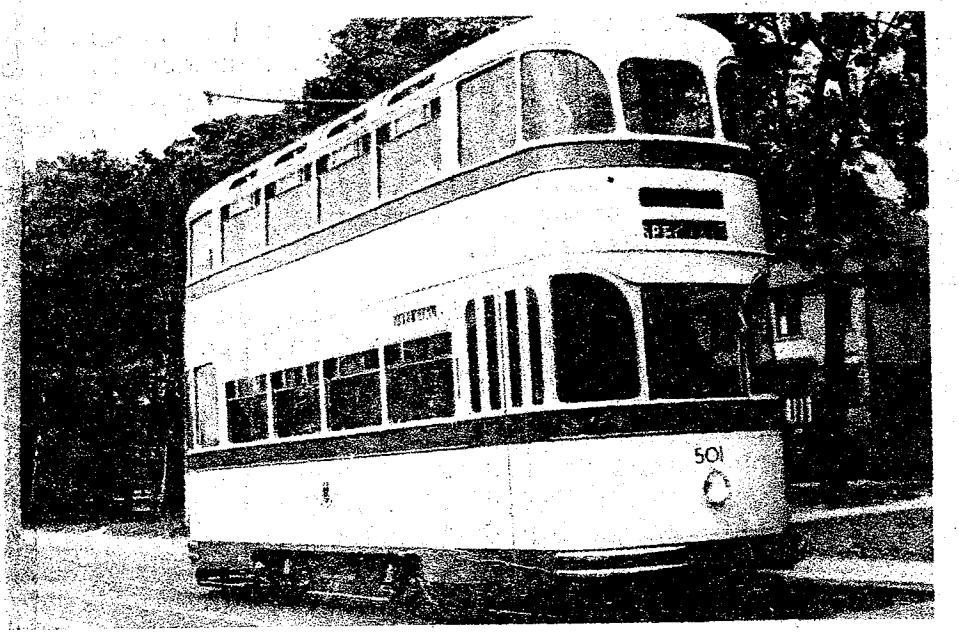
M&T NEWS



Sheffield Tram 501 - the last to be built in the Corporation Workshops, and the design upon which the final batch of Sheffield trams were based.

The Monthly Magazine of . . .
SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M. & T. NEWS

August 1968 No.45

Secretary : D.E.Vickers,144,Steade Road,Sheffield, S7 1DU

Treasurer : M.Q.Craig,35,Norton Park View,Norton, Sheffield S8 8GS

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SOCIETY NEWS

There has been some delay in bringing 231 to Sheffield through complications with insurance for the bus,we hope these will be quickly cleared up so that she may run again.Because of uncertainty about 231 we have not organised any further tours,but if she is still not on the road by next month's issue we will arrange another very exciting tour using a hired coach,and full details of this will appear next month.

IMPORTANT NOTE FOR ALL

With the growth in Society sales,and expansion of membership some of the money coming in appears,unfortunately, to be going astray and not reaching the Society account. Thus we are tightening up on security,and are asking that you will help by:

a) making ALL Postal Orders and Cheques payable to the 'SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY' and crossed.

b) sending all orders for EVERYTHING i.e. models,photos, tickets etc. to me,D.E.Vickers at 144,Steade Road.(this cancels last month's note about a new Sales Department address).

This will ensure that all moneys go into the Society account.Far more payments than at present will be made by cheque on the Society account,so that finances can be checked at any time by reference to the Society's bank-statement.

SALES DEPARTMENT NOTE : Because of some reorganisation the new Sales List,now printed,is not being distributed this month,but will follow with next month's issue, together with further details of the new,more efficient set up regarding the Sales Department and the SOES Model Trolleybus Systems.In the meantime we are pleased to announce that fourteen shillings have been raised from the

sale of stamps;the main thanks for this must go to David Tummon and Paul Beardsley,the latter having 'raided' his collection on more than one occasion.As a reminder what we need are LARGE USED BRITISH and FOREIGN STAMPS,especially BRITISH as 2/= per hundred is received for these,and only 1/= per hundred for the foreign.

Will any paid up member who has not received a reduction slip enabling him to purchase goods from M.J.Tales at 1/3 discount please send to E.Wilson for one.

With luck the photos of the new STD Swifts and 'B' fleet Atlanteans will be available on the Sales List to be distributed next month.

SOES MODEL TROLLEYBUS SYSTEMS

Reorganisation required here also - this will involve all members who are willing to help in production.Full details will appear next month.In the meantime I would like to thank P.Fox and P.Hanwell who have worked very hard during the holidays to make up and dispatch the tremendous pile of outstanding orders.

D.E.Vickers.

NEW MEMBERS

A number of people who have ordered our models are also trying out our activities under the three month free membership scheme,and a few of these have already sent in news for this issue.We are pleased to welcome all new members and hope they will find our activities interesting and enjoyable.

COVER PICTURE A change at last from Rotherham 37! This month's cover,done on an electro-static stencil is just a temporary measure to show how photographs can more cheaply be reproduced.At our present subscription we are unable to afford a differently printed cover each month,but future policy will be to use a printed photograph cover for 3-4 months (as with Rotherham 37),but include inside the magazine one or more pages of photographs using the electro-static stencil method.We would be pleased to receive any pictures for inclusion - please note these must be of good contrast to give a good reproduction,and should be no larger than 3½" x 5".In this way articles etc.can be illustrated while still keeping our subscription at its very low level.

FLEET NEWS

SHEFFIELD TRANSPORT DEPARTMENT (news supplied by R.Banks, P.D.Fox,P.Hanwell,P.Bain,D.Tummon,E.Wilson,P.Beardsley)

The new Atlanteans,1101-12 arrived between 8/7/68 and 17/7/68 viz: 1101/2 8/7/68;1103 9/7/68;1104 10/7/68;1105 ? 1106/7 11/7/68;1108 12/7/68;1109/10 15/7/68;1111/2 17/7/68. 1113-6 have also arrived and all of 1101-16 and the remainder of the Swifts (30-6) are in store till 1/9/68 when a government grant towards their cost is applicable. Also noted is one of the Alexander bodied Leopards (number unknown).The full chassis number list of 15-36 is 2P2R173-83/94-204.18 has still not been seen and may be at Earls Court.

The new Atlanteans are fitted with a periscope to the right of the driver.Two "Bus Stopping" signs are fitted as is a public address system.The rear wheel hubs are not concealed as on earlier deliveries.Swifts 1019-29 were fitted with the ticket machine base and cork box at the beginning of August,in anticipation of the pay dispute being resolved and the OMO ban on these being lifted.

Recent converts to OMO are 101,1011,3079/80/2.101 is the first double decker to be converted.All have OMO signs similar to 3081.It is hoped to convert the remaining ECW and Burlingham Leopards before the end of the year.

Blue Wheels Those treated are 7,90,101/36/41/7-61/82-8/91, 271,341/52/3/60,454/92,764,882/4/5,936-8/40/2/4/52/3/71/6/9/ 81/3/7/91,1004/17,1251,1352/5/6/8/97-401,3073/6/164/5 and 904,1000,3158,266,459.

Repaints (it appears all repaints are receiving blue wheels and in future these will appear under that section unless vehicles retain red wheels).101,341/52/5,492,1017,1251/9, 1350/2/5,3082. 934 is running in prior-repaint undercoat. 1357,the fire victim,reappeared on 20/8/68 with its new body(similar to that on 1101-16)

1334,like 1338/41 has lost its upper deck front opening windows,whilst 863 has lost its front nearside opening window over the bulkhead.

Chesterfield 232 was in EB on 11/8/68

Observations 3159 on 32,1016 on 45,14 on 174 all 15/7/68; 488 on 42,888 on 295,3160 on 24 all 16/7/68;2178 on 54,22 on 113,1334 on 52,1011 on 151 all 17/7/68;1359 on 42,15 on 9,521 on 70 all 18/7/68;164 on 82,166 on 52 both 19/7/68; 15 on 40,886 on 113 both 22/7/68;114 on 35 23/7/68;6 on 41 24/7/68;1015 on 61 25/7/68;1025 on 28,826 on 95 both

26/7/68;3160 on 38,3162 on 63,17 on 8 all 29/7/68;451 on 512 2/8/68;934 on 51,142/485/512 on 37 all 5/8/68;819 on 71,1029 on 28 both 7/8/68;1402 on 95 8/8/68;902 on 53 10/8/68,273 on 93,947 on 72,966 on 37 all 11/8/68;1019 on 506,3078 on 19 both 13/8/68;14/90 on 506 both 15/8/68; 2196 on 68 10/8/68;875 on 53,993 on 21 both 17/8/68.

Dual entrance Swifts are appearing regularly on rush hour extras on rte.52,and on 15/7/68 the Editor counted no less that 5! 14 was on loan to EB from 11/8/68 to 15/8/68.821/31 were on driver familierisation duties on 8/8/68.

Withdrawls and Disposals

Withdrawn are : 11,724-6/8/9/32.11 was road taxed till 1/69 and had a PSV till 5/69.It had to be changed over due to engine failure early in July and it was decided the cost of repairs would outstrip that lost by surrendering the Road Tax for six months.

Behind EB on 4/8/68 were 708-12/7-24/6/8/9/32,26,1279, 1780,2186/91/3/8.

713/5 went to Askins on 2/8/68,714/6 on 3/8/68.On 7/8/68 four more went:709 towed by 257 GBF,718 by JOJ 141 (on trade plates 261 HE),722,2193 driven away on trade plates 457 HE,665 HE.On 8/8/68 another five left:1279 under tow,710 towed by 2169(on trade plates 901 C),711 driven away on trade plates 456 WR,2198 driven on t/p 457 HE and 2186 towed by JOJ 141 on t/p 261 HE.721 was taken to Sykes and was noted at the scrap yard converted to a towing tender on 16/8/68.It now sports the radiator of 723.These and 722 ~~2183~~ are amongst the most recent acquisition by Mr.Sykes,who also has Wallasey 81 which is intact.

B.E.T. and B.T.C. NEWS (by D.Tummon,M.G.Jordan,R.Banks, P.D.Fox,P.Hanwell,P.Beardsley and E.Wilson)

EAST MIDLAND

C256/8 were sold to Londonderry and Lough Swilly in 4/68

EAST YORKSHIRE New are:

858-65 NRH 858-65F Leyland Panther Cub 751825/72/3/80/1
850296-8 Marshall DP49F

HALIFAX New are:

262-4 JCP 322-4F AEC Reliance 6MU3R6989/90/9
Willowbrook DP41F

259 has returned from Plaxton with a new Panorama I body.

HEBBLE New and acquired are:

79/80 HJX 979/80F AEC Reliance 6U2R6987/8
Willowbrook DP49F New 6/68

28 TKM 328 AEC Reliance MU3RV429 Harrington
C37C Ex.Maidstone & Dist.C0328 6/68
81 280 HLC AEC Reliance 2MU3RA5318 Duple
C45F Ex.Redline Continental,London 6/68
28 was acquired to replace 16 which was burnt out.
189-91 have been converted to OMO

HUDDERSFIELD New are:
489-504 OCX 489-504F Daimler CRG6LX 62746-61
Roe H75F

MEXBOROUGH AND SWINTON Full details of 116 are:
116 TDO 294 Bedford SB1 87997 Yeates
DP44F Ex.Camplin,Donington 3/68.
It entered service in 5/68 and is often on rte.90 together with the Burlingham Tiger Cubs.
100 has been converted to OMO (as STD 3081 etc.)
Atlantean 8 is on loan to Yorkshire Traction as from 30/7/68

YORKSHIRE TRACTION New are:
640-6 NHE 40-6F Daimler CRG6 62726-32
N.C.M.E. H75F
647-53 NHE 47-53F Leyland PDR1/2 800255/6/606-8/88/9
N.C.M.E. H75F
The chassis number of 18 is 703955 and not as stated.212 has received rear end damage.2,712/6 have recently been repainted.

YORKSHIRE WOOLLEN
On 30/7/68,17 broke down just outside Sheffield whilst on rte.66,and was replaced by STD 490.Another fatality was 265 on 8/8/68 which arrived at Barnsley ½ hour late with an air leak,engine trouble,boot doors open and window rubber missing.Possibly replaced by YTC 795 which was subsequently replaced at Barnsley by YWD 17.
Recent repaints are: 53,94,108/21,228/46/86.A new fleet name and numerals in yellow instead of gold have been introduced.286 has been converted to OMO (as STD 3081)

MANSFIELD DISTRICT
New vehicles to enter service in June were:
690-4 TRB 585-9F Bristol FLF6LX 236,292-6 ECW H70F
The last AEC's have been withdrawn viz: 159-61/4/5
Demonstrator LAE 770E (RELL6L/ECW) was on loan 24/5/68 to 1/6/68.

LONDON TRANSPORT EXECUTIVE
Six Routemasters from Highgate Garage,working mainly on the 127(Victoria Station - Waltham Cross) have been

painted all red instead of having the "flake grey" band - an experimental move according to LTB.The RTW class,now on learner and other staff duties are being overhauled or repainted.Two seen on 'L' duties were RTW15 and one in the 4xx's region and look very smart with the flake grey band. Many RM's have been seen with full rear destination blinds and number only on the side,and many continue to sport TWO LT badges,both old and new on the bonnet/radiator grille.Many ex-green RT's which were repainted red a few years ago are beginning to show the green paint again. A 'psychedelic' RT has been noted -red side panels,red/green wings,red/silver/green/buff(undercoat) roof. Routemasters too are beginning to show wear at roof level but in their case the undercoat is grey(or bare metal).On 3/8/68 one of the Red Arrow XMS floated down the Thames on a barge as one of the floats in the 'Thames Pageant' organised by the London Evening News.RTL's are still to be seen in small numbers and seem concentrated on West Ham Garage,and still roar along Oxford Street on the 25.

SCOTTISH SECTION

A.1.Services,Ardrossan New to A.Hunter is:
17 KSD 661F Leyland PDR1/1 800366 Massey H74F

A.A.Motor Services,Ayr
New and second-hand vehicles for operations are:

Tumilty	LAG 287F	Leyland PSU3/1 N.C.M.E. B53F	
Dodds	FDB 563	Leyland PSUC1/1 543091 B44F	Weymann Ex.North Western 563A 6/68
Dodds	PUF 631	Guy Arab IV 72823 H59R	Park Royal ex.Southdown 531 6/68

Aberdeen 15-22 have chassis nos.MP2R175-82

Edinburgh New are:
223-5 MSF 223-5F Bedford VAL70 Duple C52F
226/7 MSF 226/7F Ford R226 BC04GS23445/6 Duple C52F

Hutchinson,Overtown
Chassis numbers for the new vehicles are:
MVD 647/8F 7855033/8578, NVD 314/5F MP2R211/2

OVERSEAS NEWS - LISBON

10 Fleetlines have been ordered to join the 40 already in service.

TRAM NEWS

CRICH It is hoped to have Leeds Horsfield 180 fit for service by the end of this year.

BLACKPOOL The only Coronation still in all cream is 648 (ex.311)

INDEPENDENTS SECTION

(by R.Banks,P.D.Fox,P.Hanwell)

WEST RIDING

More Wulfrunians have been withdrawn and scrapped and are (complete from 1/68): 870/7-86/8/9/903/38.all were stripped for spares.

WALLACE ARNOLD New are:

NUB 711/2F AEC Reliance 2U3RA6226/7 Plaxton C51F

GOSPORT AND FAREHAM The Seddons are Mk.IV not II

BOOTH AND FISHER TUH 7 has received extensive front end damage.

J.WOOD,Mirfield

Atlantean KTC 551C was sent back to Leylands for repair. Crossley EVD 406 passed its yearly test on 9/8/68 and entered service the same day (this is really a marvellous little bus - DEV).FYS 689 has been repainted.

ANDREW,Sheffield		VWB 562F	Ford Transit	BC059M01884
Deansgate -12-		New 6/68		
BILLIES,Mexborough		VWT 146F	Bedford VAL70	455466
Plaxton C52F		New 6/68		
BOOTH & FISHER,Halfway		TUH 14	Albion Nimbus	?
Harrington B31F		Ex.Western Welsh 6/68		
BRANSON,Chesterfield		WRA 316F	Bedford VAL70	458417
Plaxton C52F		New 6/68		
BADDELEY,Holmfirth		CUM 494C	Bedford VAL14	1439
M.C.W. C52F		Ex.Wallace Arnold,Leeds 6/68		
		2496 WY	Bedford SB1	88240
Burlingham C41F		To Frankish,Brandisburton 6/68		
BURROWS,Wombwell		RCW 232	Bedford SB5	93449
Plaxton C41F		Ex.Central,Burnley 6/68		
		ACW 185B	Bedford SB5	93513
Plaxton C41F		Ex.Central,Burnley 6/68		
GILL,Sheffield		ARA 190B	Albion VT21L	78115A
Duple C41F		Ex.Chatsworth,Pudsey 6/68		
HULLEY,Baslow	23	DHE 348	Leyland PSU1/9	502667
Brush B43F		Withdrawn 6/68		
	25	DHE 353	Leyland PSU1/9	504256
Brush B43F		Withdrawn 6/68		
MORGAN,Armthorpe		HWU 438	Guy Arab III	FD36033
Guy H56R		Withdrawn 6/68		
MOSLEY,Barugh		UWX 981F	Bedford VAL70	454133
Plaxton C52F		New 6/68		
		BNW 633C	Ford 676E	439333
Duple C52F		Withdrawn 6/68		

LONGSTAFF,Mirfield	UWY 838F	Bedford VAM70	451242
Plaxton C45F	New 6/68		
	JWU 505D	Bedford VAM5	6815046
Plaxton C45F	To Majestic,Darton 6/68		
PEPPER,Thurnscoe	VWU 594F	Bedgord VAM70	451723
Plaxton C45F	New 6/68		
	VWU 477F	Bedford VAL70	458664
Plaxton C52F	New 6/68		
PHILLIPSON,Goldthorpe	9901 UG	Leyland L2	603341
Plaxton C41C	Ex.Wallace Arnold,Leeds 6/68		
ROWE,Cudworth	HAR 208C	Bedford SB5	95848
Plaxton C41F	Ex.J.M. London W.C.1. 6/68		
	OUP 662	Leyland PSUC1/2	542910
Sanders B44F	Ex.Sunderland & Dist. 265 6/68		
SHARPE,Beighton	9375 WX	Bedford SB3	87721
Duple C41F	Withdrawn 6/68		
WIGMORE,Dinnington	VWW 982F	Bedford VAL70	455647
Willowbrook B56F	New 6/68		
J.WOOD,Mirfield	BNW 632C	Ford 676E	439342
Duple C52F	Ex.Wallace Arnold,Leeds 6/68		
WOOD,Rotherham	NAU 281	AEC Regal IV	9821E263
Harrington DP43F	Scrapped 6/68.		

BERRESFORD,Cheddleton

An additional six ex.Stockport PD2's have been acquired, and are DJA 179/81/4/6,EDB 545/6.All came through Audenshawe Diesels (dealers),and not all will probably enter service.MRF 530C was ex J.M. W.C.1.(correction)

During the summer months Sheffield United Tours,Gill and Littlewood borrowed coaches from other operators,and a list of these is given below:

S.U.T. 3/8/68 :
Lindrick and Sherwood : LUO 878E,MAL 566E,SNN 219F,GVO 266D
Bradway Coaches : KWA 89D
GILLS 3/8/68
Woodhouse(Castle Coaches),Bolsover : XBA 647
S.U.T. 10/8/68:
Foster : UFX 738,600 EOT Burrows: 230 HUM
Shaw : 8324 U,ODL 50 E.T.White : WRB 534F Bull : KRB 40D
Thorpe : OWW 611E Premier : PWR 888E,OWY 878E
Lindrick & Sherwood : MNY 819E,LVO 878E,MAL 566E
Booth and Fisher : PWB 948/9E Hobson : HWB 409C,338 MDH
Leon : 48 MRR
LITTLEWOOD 10/8/68
Carnell : 281 HLC,650 HWB* Andrew : UWE 588F,KWB 689D

Hague : OWJ 988E,UWA 868F*,MWB 880,AWE 988B
Bradway : AWB 417B,KWA 89D,UWA 636F S.U.T. : 338
Drabble : 3455 WA,AWB 101B Martin : CWB 3B,TWJ 75F
Anderson : 4444 WA,FWJ 444C.
* - Both these have reflective no.plates.
S.U.T. 13/8/68
Morgan : KWW 554D Andrew : 700 GBU

NEWS COLLECTED ON A HOLIDAY IN NORTH LANCASHIRE

by.E.Wilson and P.Beardsley

BARROW-IN-FURNESS New are:
60-4 GEO 160-4G Leyland Leopard East Lancs B51D + 18
These are in store until 1st.September.

LANCASTER New are :
LTC 107-9F Leyland Panther PSUR1/1 801196/7/452
East Lancs B53F
Withdrawn this year are: /ex.Morecambe 1952
KTF 582 AEC Regal III 9621E798 Strachan B36F 1948
HTF 571-2 Crossley DD42/3 94045/52 Crossley H56R 1947
882 BTF Leyland PD2/41 570983 East Lancs H63R 1957
(accident victim)

Next year's withdrawls will probably be the last Crossley JTD 961,the 1943 Daimler CWG5 - FTD 70,and the 1943 Guys - FTD 726-7,all of which are still in very good condition.

MORECAMBE & HEYSHAM The current fleet list is:

18-23	JTE 544-9	AEC Regent III	6811A	Park Royal	H33/26R
54-9	KTF 583-8	AEC Regent III	9612E	Park Royal	H33/26R
60-5	KTF 589-94	AEC Regent III	9612E	Park Royal	033/26R
66-71	LTF 251-5	AEC Regent III	9612E	Park Royal	H33/26R
72	MTC 540	AEC Regent III	9613E	Park Royal	H33/26R
73-8	MTE 635-40	AEC Regent III	6812A	Weymann	H33/26R
79-81	TTB 688-90	AEC Regent III	6812A	Park Royal	H33/26R
82-6	791-5 ATD	AEC Regent V	MD3RV	Massey	H33/26R(84-RD)
87-9	33-5 MTD	Leyland Titan	PD2/37	Massey	H37/27F
90-1	435-6 XTF	Leyland Titan	PD2A/27	Massey	H37/27F
1-6	CTJ 101-6E	AEC Swift		Pennine	B50D
7	HTJ 377F	AEC Swift		Pennine	B50D

Dates new : 18-23,1948; 54-65,1949; 66-72,1950; 73-8,1951; 79-81,1954; 82-6,1956/7; 87-9,1960; 90-1,1962; 1-7,1967.

The six open toppers are in a special livery of all pale green with medium green wheels,radiator and ½" band above lower deck windows.65 also has a medium green band at upper deck floor level.The upper deck panels are all obscured by large hardboard adverts on a woodden frame,with holes cut for the destination box . **CONTINUED ON PAGE N9**

NORTHERN TROLLEYBUSES

We are very grateful indeed to Mr.H.Brearley of Bradford who has kindly offered to send us a number of very interesting articles on trolleybuses from their very early beginnings.The first of these articles appears below:

EARLY HISTORY OF DEVELOPMENT OF RAILLESS TROLLEYBUSES

Dr.Werner Von Siemens appears to have been the pioneer in the development of railless trolley vehicles."Siemens" was born in 1816.Later an officer in the German army and a specialist in electricity.In 1847,about the time he retired from the army he started an electrical business with Johann Georg Halske.In 1879 they built for the Berlin Trades Exhibition an electric rail-road.probably the first to have an outside source of power.On April 29th 1882 he built and tried out in the Halensee district of Berlin a two wire overhead line,540 Metres long.The current collector was an eight wheel carriage or trolley which ran on top of the wires and was connected to the vehicle by a flexible cable.Two 2.2 Kilowatt motors drove the vehicle. Thus was born the beginning of the trolleybus - it worked and that's about all.

The French system by Lombard Gerion,sponsored by the Societe D' Eclairage De Charbonnieres-Les-Bains,Lyon was tried out at the Bois De Vincennes during the Paris exhibition of 1900.A route was opened in 1901 in Charbonnieres with two buses built by 'Nithard' and carried two trolley poles with a motor powered over running trolley.This system was tried out at Fontaine-Bleau and Eberswalde in Germany in 1901.I have evidence that Gerion also experimented as early as 1896.

The first system used to maintain a regular service for goods and passengers was that of 'Max Schiemann' who was connected with Siemens and Halske,Berlin.On a 4 kilometre line at "Bielathel" near Konigstein,Germany. It opened on July 10th 1901 and worked until 1904.This system was to become the most widely used.Its two rigid poles ran underneath two horizontally placed overhead wires.The drive was two Siemen and Halske Motors. Schiemann,in conjunction with "Fritz Momber" had experimented with a vehicle driven on all four wheels with one 25 h.p. motor,but decided that the best scheme

was for one motor to drive one rear wheel independently through reduction gearing and roller chains.This led to a system 1¼ miles long at Mulhausen,Alcace being opened in May 1908 which was a success.This system led to the starting of many British systems by a newly formed company The Railless Electric Traction Co.Ltd.,56 Moorgate Street London E.C.,Registered on July 7th.1908.

A rival system,the 'Mercedes Stoll' or 'Lohner Porsche' by Ludwig Stoll of Daimler Company was having some success in Austria,where in 1902 an experimental line was opened by the AEG Company at 'Johannishal' 1¼ miles long.It had a four wheel current collecting trolley running on top of the overhead wires with a flexible cable running to the front of the vehicle.A single-deck bus hauling a trailer was used.Each of the four wheels of the bus had a 15 h.p. motor mounted on the wheel hub.Between 1907 and 1909 many systems were opened in Austria.Cedes was used first in Germany in 1911 and Paris in 1912.

Another system,the Italian Filovia devised by Dr.A.M. Zani was in operation in Italy.In 1902 a route between Pesgara and Castellamare Adriatico,2½ km.In this system a rigid trolleyarm with 4 wheel collector ran underneath two wires.One of these buses was on show at the Milan exhibition in 1906.The drive was similar to Schiemanns, 2 motors each driving a rear wheel.This system was subsidised by the Italian Government.

A further system was the Lloyd Kohler or Bremen opened in Bremen,Germany in September 1910.This had a two-wheeled trolley running on top of the wires which were placed vertically one above the other.The top wire was the negative,and a flexible cable led to the bus body.

These experiments were more or less successful and led to the starting of many continental systems some of which ran up to the beginning of the 1914 war,and were a direct lead to the deputations from this country(mainly from the West Riding of Yorkshire),for the start of railless trolley vehicles in this country.This will be dealt with in future articles.

Next month : Railless in the United Kingdom of Great Britain.

TROLLEYBUSES OF THE SOUTH by H.Woolford.

No.2 LONDON

a)Brief Summary London had by far the largest trolleybus fleet in England,and in fact the largest system in the world.It boasted a total of 1,892 trolleybuses.Apart from its size it also had a very odd shape - its main strongholds were the North and Eastern sides of the city.In the western side it straggled round the suburbs to Sutton in the South-West.Also unusual were the Bexleyheath routes, principally two routes divided in the middle and totally isolated from the remainder of the system by the Thames.

The first trolleybuses were introduced by the London United Tramways in 1931,and were nicknamed "Diddlers". These became classes A1 and A2 when the London Passenger Transport Board was formed.The trolleybus then replaced all trams north of the Thames,around the suburbs to Sutton and east to Barkingside and Ilford.

In the war the Barking area was supplied with trolleybuses of an exotic look.These had tinted glass and front exits(never used in London),and had been intended for use in South Africa,the war preventing their shipment.

After the war however the trolleybus had fallen in favour.The remaining trams were replaced by the last of the RT class and not trolleys.Although new BUT trolleys replaced the Diddlers between 1948 and 1954,only two years later the death sentence was passed.

b)The Vehicles Apart from certain experimental vehicles and a few exceptions London's trolleybuses were very standardised.The first trolleys were the A1 and A2 classes (the original "diddlers" of the LUT) which were rather a mixture of motorbus/trolleybus and tram.The chassis was similar to that of a motorbus,with the motor under the bonnet,and a half-cab was fitted.The bodies carried many tramway fittings,and they also carried a large headlamp in front of the bonnet (this was added later).

The experimental trolleybuses were a mixed bag of 7 vehicles and 7 classes(for full details see fleet list next month).One worthy of mention was 1391,built for the Kingsway Subway,but never used for this purpose.It carried doors on both sides.Another exception had twin steering with single rear axle.

The standard trolleybus was a 70-seater 3-axle rear

entrance vehicle with full cab - all vehicles shown in the fleet list with no note alongside are of this type.

Trolleybuses played a part in the war - 277 being used to evacuate people from the city. Bexleyheath depot received a hit from a flying bomb, damaging several trolleys. Two were badly damaged elsewhere, but none were scrapped.

NEXT MONTH : Full fleet list + (space permitting) a double-page map of ths system.

TROLLEYBUS NEWS
compiled by R.Banks.

TEESSIDE The Grangetown Square wiring is also probably to be removed (this may have already happened) D.Tummon

BOURNEMOUTH (supplied by R.Banks, M.Skillen, M.J.White, P.J.Thompson, H.Brearley).

The registration number of 258-77 are WRU 258-77 and not as publicised. Trolleys 288-94 were acquired from Brighton (288-91 HUF 45-8) and Brighton Hove and District (292-4 DNJ 992-4). The B.U.T. (234-57) were delivered as H56D but from 9/62-5/63, 234-43 had their front staircases removed (but not the front exits which were retained for lower deck passengers) and the seating replaced. 288-94 were H56R and not dual entrance as shown.

Trolleybus operations started in 1933 with the hire and eventual purchase of four experimental trolleys:

68	LJ 7701	Sunbeam MS2	12007	Weymann	H60R
69	LJ 7702	AEC 663T	663T003	English Electric	H52D
70	LJ 7703	AEC 661T	661T007	English Electric	H46D
71	LJ 7704	Thornycroft	11960	Brush	B32C

68 was later (in 1938) converted to H56D

69/70 in 1936 had their electrical equipment removed and converted to motorbuses fitted with petrol engines half cab and AEC bonnet and radiator. 71 was sold to South Shields in 1943.

Following the trials, orders were placed for Sunbeam MS2's the first six having English Electric H56D bodies, the remainder with Park Royal H56D bodies. They were delivered from 7/34 to 3/36 almost continuously.

72-77	AEL 400-5	Sunbeam MS2	12031/2/4/6/8/75
		Park Royal H56D	1934
78-83	AEL 406-11	Sunbeam MS2	12030/3/5/9-415
		English Electric H56D	1934

84-9 ALJ 60-5 Sunbeam MS2 12047-52S
Park Royal H56D 1934
90-5 ALJ 964-9 Sunbeam MS2 12055-8T
Park Royal H56D 1935
96-125 ALJ 970-99 Sunbeam MS2 12065-94T
Park Royal H56D 1935
126-49 BEL 811-34 Sunbeam MS2 12095-118T
Park Royal H56D 1935
150-73 BRU 1-24 Sunbeam MS2 12119-42T
Park Royal H56D 1936

In 1950 24 BUT 9641T's with Weymann H56D bodies were delivered (200-23) :-

200-23 KLJ 334-57 BUT 9641T 9641T426-49
Weymann H56D 1950

in 1952 and 1953 small withdrawls (18 and 6 respectively) were made on the ranks of the MS2's.Major MS2 withdrawls began in 1958 with the arrival of the first MF2B's followed by more in 1959:

258-77 WRU 258-77 Sunbeam MF2B STB80157-76
Weymann H63D 1958
278-87 YLJ 278-87 Sunbeam MF2B STB80177-86
Weymann H63D 1959

Before the arrival of 258-77 in 1958 the fleet was renumbered as follows:
88/4-6/90/106/19/41,95/7/9/101/5/17/21/9-32/7/44/7/65/59/62/3/8/70 renumbered to 208/5-7/9/15/7/24/10-4/6/8-23/5/6/31/28-30/2/3 respectively.
200-23 renumbered 234-57
Out of the remaining MS2's 157/60/12 were rebuilt to 069R and renumbered 200-2 (BRU 8/11,ALJ 986 - note corrected registration).There was no nos.203/4.The remainder were then scrapped.

With the abandonment of the Brighton and Brighton,Hove & Dist.systems in 1959,seven redundant BUT's were acquired from there :-

288-91 KUF 45-8 BUT 9611T 9611T027-30 Weymann H56R
1948 ex.Brighton 45-8 1959
292-4 DNJ 992-4 BUT 9611T 9611T047-9 Weymann H56R
1948 ex.Brighton H & D 391-3 1959

In 1961,ten more MF2B's were ordered but following a fire at Weymann's only 9 were delivered :

295-303 295-303 LJ Sunbeam MF2B TFD80195-8/200-4
Weymann H65D 1961

On page N4 it is stated that the BUT's were introduced to help with increased traffic.This is not so as these were to replace worn out MS2's after hard war service (some being loaned to other operators).It is true that new extensions were opened after 1950,but with the post-war drop in traffic reduced frequencies did not require a larger fleet.

Frequently,especially since 1966,motorbuses help out as duplicates,or,more recently,actually operate workings on the remaining trolleybus routes (20-4).This happens mainly on the 22/3 circular and the 21,plus the ruch hour extra short working 37.This summer the service Bournemouth Pier - Boscombe - Southbourne - Tuckton - Christchurch Priory - Christchurch Quay has been renumbered 21 also (ex.16),the trolleybus still running Square - Boscombe - Southbourne - Tuckton - Christchurch Priory(turntable).The former service is,of course,motorbus operated since wires do not exist between Christchurch Priory and Christchurch Quay. Furthermore the service is operating to the Pier via the Square,so duplicating the existing trolleybus route throughout.

S.L.T. - THE AXE FALLS

P.J.Thompson

As the 1950's wore on,the S.L.T. more and more seemed to be left behind in the past,and became a straggling enclave of working transport history in the midst of a sea of modernity.True,many of the Guy lowbridges had been given rebuilt front ends to make them look less antiquated,but the 2-letter registrations gave the show away,especially when seen next to new cars with 'reversed' registrations. The parent LUT fleet was not startlingly modern either,and rush hours would see all manners of TD5's,TD7's,semi-rebuilt Guy utilities and Dennis Lance's and Lancet's appear suddenly on the scene;the conductors on some of the old TD's and Arabs could be seen centered over the front indictaor box,struggling to fix the sencil desty-plate into its place as these throbbing and rattling juggernauts swayed along and disappeared from view off the main road,en route to do all sorts of obscure mill and mine-shift extras.

But the trolleybuses had a charm of their own ; they had survived the quite hard 1957-8 winter with its frequent thick snows,contactor box fires,frozen frogs and frozen snow short-circuiting the overhead,and the system seemed

set to face another year of operation if the LUT-Leigh dispute was settled. I think LUT were quite prepared to keep the SLT outfit going, even though from 1955 only the barest minimum was being spent on basic maintenance. It must have been a great surprise to anyone returning to this area at this time after years of absence to find the same vehicles which had opened the services a quarter of a century earlier still peacably and unobtrusively shuttling back and forth through semi-rural leafy Worsley and sparsly populated bits of Walkden and all the rest of the still extensive territory.

By the Spring of 1958, however, the axe was poised, and agreements leading to the abandonment were being concluded. Now it was that the SLT began to run short of servicable trolleys for the basic schedules. As a result LUT TD5's, TD7's and some Arab utilities would turn up unexpectedly, showing 'TT' (for "trackless trolley") in the route number box, carrying stickers reading "operating on trolleybus services at trolleybus fares." It reminded the writer just how like Stockport it all was, for there at the time you could see a couple of Crossley Mancunians and TD3's, numberous TD4's, three TD7's and good numbers of TS7's TS8's and Arab utilities, all in daily peak hour service. These LUT oilers were in reasonable condition, but they compared badly with the trolleys up any incline.

The surviving 1930 Guys (1,4,6,7,10) still seemed to accelerate effortlessly up any gradient, the signs of age being mainly in the squeaks of protest from the body joints. Of transmission rumble, there seemed but little sign. In this respect I recall an exceptional ride from Swinton Church to Little Hulton on "Old Timer" 1 in January 1958. It was a dull, dreary and drizzly day, and there was TF 2072 "waiting its time out" at the Chorley Road bus shelter, its saloon lights dimly glowing through the steamy streaked windows. There was just time to jump off the Manchester Crossley, run across the junction and hastily board the trolley as the driver climbed in, doubtless cursing to himself at the prospect of a few hours at the wheel of one of these "jiggers." With the transmission kick and characteristic responding body-creak, the lights dimmed as the motor took power, and we were away, the wheels swishing on the wet road. But the differential noise was incredible, growing louder as we gathered speed. Several times the guard (Conductor in Yorkshire) had to ask the passengers

to repeat themselves,for so all-prevailing was the din. Many times it has been a pleasure to sit downstairs on a Crossley DD42 with a worn "diff" and listen to it "sing" as it accelerated in top,but this SLT trolley was really bad ; it was somewhat of a relief to get off at Cleggs Lane ...Yet a week later I sampled it again,and its riding qualities were as smooth and secure as the quite well liked 2200-37 Crossleys a few miles away.

But this is to digress overmuch.Doom was fast approaching the trolleys which gave the impression of timelessness."They've been 'ere that long they'll be with us for ever.." So it seemed to one old man,but it's only a model-maker's paradise and dreamland that you can hold old trolleys together by balsa cement...even with the best will in the world.Atherton's Howe Bridge works could not have made the lowbridge Guys last indefinitely.Yet having seen the Paris Metro and ancient Renaults in arduous condition I'm now not so sure!

I never really got round to asking the locals what they thought of the trolleys,but sometimes a sharp ear could pick out disgruntled comments from fussy elderley ladies about the litter which was not swept out so thoroughly as you'd like.The SLT just seemed to be part of a very slowly clanging transport landscape - there were no "revolutionary" Fleetlines or Atlanteans to compare them unfavourably against.Some of the crews positively detested these ramshackle electrics,while others often fell to recalling high jinks and the odd quirks of the SLT fleet which served to make life more diverting;they all to a man had to admit the phenominal acceleration of the trolleys, no matter how old the vehicles.

As the maintenance effort slackened off,so did the overhead,and more and more splicing ears appeared on the wiring as the infrequently spotted tower wagons would go about their business,doing a bit here and there to see that the sagging wires stayed up at least a bit longer. You occasionally heard stories like the dewirement at Atherton(Punch Bowl),the "hub" of the system,when a boom came off,hit a rusty span supporting the frog,snapped it, and caused the entire spiders web to sag most alarmingly until the leisurely linesman arrived to put it all together again.

NEXT MONTH : THE LAST FEW DAYS ON THE S.L.T. SYSTEM.

(from page 10) and the remaining front and first upper deck windows.They operate unscheduled extras on the Bare (happy Mount Park)-Promenade-Buttery-Heysham Village service,3 being used on Sun-Fri and 5 on Saturdays (with one spare).

TIM tickets are used by conductors,but Almex on the OMO Swifts.6 of these are used on service (Mon-Sat) with one spare,and 4 on Sundays and they appear on the Carnforth (joint with Ribble) and Peel Ave.-Kingsway services.No.7 was purchased because of the difficulty and expense of finding a conductor for the replacement double-decker if one of 1-6 broke down.Due next year are three more Swifts and in 1970 another three s-d's,which should see the demise of the 1948 Regent III's.

Livery Vehicles in old livery still are : 18-23,54-9,66-72/7/9-91.This is medium green lower panels to 6" below windows cream to u.d.floor level,m.green to 6" below u.d.windows and cream above,with cream/green joints outlined by ½" dark green bands.Wheels are m.green and radiator cream.Fleet nos. front & rear only,above or below destination box.The new livery is as old to 6" below u.d. windows,then all pale green except for a 6" m.green band below u.d.windows and a ½" dark green band at u.d.floor level,joints outlined in dark green.Wheels and radiators are m.green.So far painted are 73-6/8,1-7.Fleet nos.are under driver's windscreen and centrally below rear l.d.window(at base of rear panel on Swifts) - this also applies to 66.

No buses receive complete repaints in summer,but in winter a newly painted bus is turned out every fortnight.

We wish to thank all garage and managerial staff at the firms visited for all their help and information.

A somewhat shorter edition this month because of lack of time to prepare the articles through holidays.However we are always pleased to receive your news and stories,and please keep up the growing flow.

Please don't forget to check that all your remittances are made out to the Society.

Yours sincerely,

D.E.Vickers
Secretary

R.Banks
Editor

M.Q.Craig
Treasurer.

Tees-Side Trolleybus 12 (CPY 310) on service outside Cargo Fleet depot - June 1967

Commer/Harrington KTT 877. Owned by H. Shephardson, Barton-on-Humber this was the subject of one of the first articles in our newssheet. It was ex.-A.C. Wigmore, Dinnington, and withdrawn in 1963 - seen here at Brigg in September 1962.